

**BARRETT TO RESIGN  
PAN-AMERICAN POST****Director-General Will Head  
Unofficial Organization.**

WASHINGTON, Nov. 9.—At the first autumn meeting last Wednesday of the Pan-American Union governing board, composed of the Secretary of State of

the United States and the Ambassadors and Ministers of Central and South America, with nearly all present, Director-General John Barrett announced his intention to retire at the end of the present fiscal year, June 30, 1920, from his position as executive officer.

He explained that having devoted himself for twenty-six years to public life, and nearly fourteen to the upbuilding of the Pan-American Union, he found himself in middle life without sufficient means to care for his later years and was compelled to resign in order to make such provision when there was a demand for his services.

While emphasizing that credit was due just as much to others as to himself, he pointed out that whether his administration had been a success or not must be determined by contrasting Pan-American conditions of to-day with those of fourteen years ago. Then the Pan-American Union owned no home or property, now it possesses buildings and grounds valued at \$2,000,000; then, its staff numbered about twenty, now, seventy-five; then, its annual income was \$50,000, now, \$200,000; then, Central and South America were little appreciated in the foreign relations of the United States, now, they hold the foremost place in the international affairs; then, Pan-American commerce was valued at less than \$500,000,000 per annum, now, it has passed the mark of \$2,000,000,000, or an increase of over 300 per cent.

On good authority it can be stated that Mr. Barrett may become president of a new unofficial Pan-American organization backed by leading men of all the American countries, which, according to present plans, will be a comprehensive international combination for the development of Pan-American commerce and good will, because of its semi-public character, may seek a special United States charter direct from Congress.

EXPORTS.

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**PERU ENTERS ERA OF DEVELOPMENT BY  
COLONIZATION, IRRIGATION AND RAILROADS****State Makes Attractive Offers of Rich Lands to Immigrants—Vast Projects Afoot to Make Dry Areas Fertile—Railway Construction to Give Tremendous Impetus to All Forms of Industry.**

By CARLOS GIBSON.

Charge d'Affaires of the Peruvian Embassy at Washington.

Written especially for the Latin American Section of THE SUN.

A brief synthesis will give an integral idea of the economic progress of Peru during the last two years and the development of its enormous resources. Three problems attract the attention of the country with indisputable insistence—colonization, irrigation and railways. To determine them to the best advantage for the national progress is the earnest aspiration of all, notwithstanding discrepancies in creeds, opinions or political parties.

For the purpose of colonization, Peru counts many valuable fertile lands of the mountains. With the idea of making these most available to colonists and immigrants the State distributes them in three forms: (a) by purchase, at the rate of 5 soles (\$2.50) per hectare, deeding it to the purchaser in fee simple title; by rental, upon payment of the sum of 1 sol (0.50) for the area under cultivation and improvement and 2 soles (\$1.00) for the uncultivated area; (b) by contract of colonization which requires a guarantee of 5 soles (\$2.50) per hectare, the cultivation of 100 hectares per hectare, and the abrogation of the contract for the failure of the concessionaire to fulfill his part of the contract; (c) a free allotment of two hectares, refundable in three years if the colonist does not cultivate them, unless he consents to convert the free allotment to a mortgage, paying the corresponding rate per hectare, in which the contract continues in actual permanent legal possession may be acquired by punctual payment of the small sum of 5 soles (\$2.50) per hectare, or about \$1 per acre.

EXPORTS.

**Irrigation Projects Pushed.**  
The Peruvian executive and legislative bodies have given no less consideration to the question of irrigation. There is a vast irrigable tract where in proportion to the extent of territory, the water areas are now cultivated. The fertility of the soil is amply attested by the incomes derived from the exploitation of these small areas. There is an area in the Peruvian coast of more than 20,000,000 hectares of land suitable for irrigation, of which scarcely 500 hectares are actually in a state of cultivation.

The men directing the affairs of the country are trying resolutely to push forward the irrigation projects, a law having been in force since 1892, before the actual promulgation of the "water laws" which authorized the grantees to use in perpetuity any water under public dominion for the purpose of irrigating the lands. This act likewise exempts these irrigation enterprises from the duty usually imposed upon imported materials which are required for the construction of hydraulic undertakings, confirms the title to the irrigated lands and exempts them from all taxation for three years, permits the changing of the course of the rivers and free use of Government lands, and besides concedes other franchises.

Since 1902 operations have been systematized and placed under the control of the Department of Mines and Rivers, which has organized the service of irrigation and has undertaken costly propositions which are truly an exponent of the lofty spirit of progress which animates the country.

**Four Railroad Projects.**  
Railroads and other means of communication traverse the country in every direction. Railways extend longitudinally along the coast and others penetrate the Sierras to the very axis of the Cordillera. What the country desires most is to enter the heart of the unexplored forest region, filled with every variety of rich forest fauna, a magnificent tract where cabinet woods, vegetable ivory and other vegetation and plants abound; a land in which the marvelous soil yields a variety of products while the rivers carry gold mixed with their waters. This district, perhaps the richest in the country, is the one which it is desired to exploit at all hazards, facilitating access thereto by means of railways. This will be accomplished within a very short time.

So far all possible routes have been studied and without counting the existing roads there are four perfectly feasible projects: (a) the connection of the extensive railway system which crosses the southern part of the republic with the Madre de Dios River; (b) the union of the central part of the country by means of a line which will connect the Carumayo station of the Oroya Railroad at Cerro de Pasco and the richest copper zone of the country with some navigable point either on the Pachitea River or on the Ucayali; (c) the proposal to join the Chimbote Railway with the Marañon River across the Transandinian Valley of the same name; and (d) last, the one which has in view the union of this same river with the port of Paita in northern Peru. In this manner the Montana will be linked with the central and northern portions of the republic.

**The Transandinian Enterprise.**  
The transandinian railway enterprise promises to attain a happy conclusion. This project is designed to link up the coast of the Pacific with the Atlantic by means of a line which, starting from Ninacaca at kilometer twenty-five on the Oroya Railway, will extend to the Pachitea.

According to recent official information the Peruvian Government has decided to undertake this vast enterprise, perhaps the greatest undertaken in South America within the last decade. Indeed, the transandinian line will surpass, both in its conception and execution, the most favored projects of lines of penetration to the tributaries of the Amazon and the Yungas district, to which Bolivia and Ecuador have respectively devoted much attention for many years. This line, which is estimated will cost about \$20,000,000 for a length of 350 miles, will cross the Andes at a point 8,000 feet above sea level, although there is nothing remarkable in this in a country like Peru where the constructed Oroya Railway, which ascends to a height of more than 15,000 feet.

The transandinian will be productive from its first year, as it is expected to transport 700,000 tons of freight annually, after the first hundred miles have been completed and opened for public service.

But the nation, in addition to its transandinian tract, possesses mineral deposits of great value, distributed throughout the whole length of its extensive area. To-day the railways in operation, together with those in construction, without counting the transandinian, there are no less than 5,285,473 kilometers, according to recent statistics and publications. In order to carry these to a successful completion the Peruvian Parliament has voted a permanent reserve fund of \$1,250,000 (\$1,250,000) annual in the budget. By means of incontestable facts demonstrated by actual figures and experience the public authorities of Peru have been persuaded that national production will increase a hundred fold when the existing lines are able to reach the copper and coal districts of Arequipa, Huancavelica, etc., now operated on a very small scale. It is only necessary to state that a branch of fifteen miles would

be sufficient to connect the best carboniferous veins of the country, located in Ancos, in the valley of Chucabaca, with the port of Chimbote.

**Grazing Lands and Mines.**

The coast and forest lands, however, do not constitute all the wealth of the country. It has a tract known as the Sierras or table lands, which consist mostly of grazing lands and mines. The mineral exports from Peru average approximately \$55,191 tons valued at between \$168,000,000 and \$250,000,000. Yet notwithstanding her enormous mineral wealth, Peru has been exploited upon a very small scale, only two provinces of the Department of Junin export 90 per cent of their production. These metals are of high grade ore, and of an average yield of 5 per cent, from bled workings on a large scale.

No less satisfactory has been the price reached by the mineral product in the markets where they are sold; standard copper, which sold before the war for \$1.65 (\$325) per ton, having fluctuated between \$1.50 and \$1.14 (\$300 to \$230) per ton, costing less than \$1.40 (\$280) delivered in the New York market. On this account the production has vastly increased, as before the war Peru never produced more than 30,000 tons, the normal production being estimated at not less than 50,000 tons.

Of the above total the American concern, Cerro de Pasco Copper Corporation, extracts 70 per cent and although operating with a nominal capital of \$50,000,000 they have actually invested less than \$20,000,000, realizing a net profit calculated at about \$1,000,000 per month; the normal production being estimated at 2,000 tons per month at a cost of \$1.60 to \$1.70 (\$320 to \$350) per ton and a selling price of \$1.10 (\$220). This does not include any of the gold and silver also occurring with the copper.

As a proof of the flourishing condition of this corporation we note that its stock is quoted in the New York market at \$18, with a rising tendency, having almost doubled in the last couple of months, as it was selling in March at \$9, a clean rise of 100 per cent. We also wish to mention the fact that the Cerro de Pasco Copper Corporation is about to invest \$10,000,000 in a new smelter in Oroya and \$1,000,000 in a railway line between Morococha, a district which the company has recently acquired, and a point on the central railroad of Oroya. It not having been possible to build a line across this rich tract, which it exploits, the company has decided to build a line with the silver, lead, antimony, vanadium, tungsten, petroleum and other metals and mineral substances in which Peru abounds. Silver, for example, which before the war was valued at 240 per ounce has since sold for 400 per ounce.

**Sugar Production Increases.**  
Peru's sugar production has increased from 150,000 to close on 400,000 tons during war times, without a proportional increase in the area of the cultivated cane lands, which was and will continue to be hardly 200,000 acres. However, there are ready for immediate irrigation more than 400,000 hectares, at a cost of \$19 to \$105, according to the quality of the land.

From a cost of 154 to 175 shillings (\$21.50 to \$24.00) per ton at the shipping ports, sugar has sold during the war at an average of 300 shillings in the markets to which it is exported. The price of cotton, of which Peru is also a heavy producer, has certainly been no less flattering. Peruvian Egyptian cotton has sold at \$1.10 (\$220) per ton, and "Mexican" at \$1.00 (\$200) per ton, costing no more than \$1.40 to \$1.44, according to quality. The best of these, which is considered one of the finest grades in the world, is a variety peculiar to this country, the rough cotton of Peru, so called on account of the region which produces it.

It is possible for one single plantation to obtain five good harvests and at the end of the third year to reach the maximum production. Almost the whole national production is exported, scarcely 3,000 tons being used as raw material; the same factories established in Lima, Arequipa and Ica, in spite of the superior quality of the fabric manufactured in the country to that of foreign import.

High quotations have been reached not only in the case of sugar and cotton, but also in rice, cocoa, wool, hide and all agricultural products. Stock and farm products have been exported from Peru at an ever increasing volume, which in recent years has never fallen below 282,150 tons, valued at \$1,855,813, or about \$44,219,000.

A single statement will serve to give an idea of the extent of the richest and best stocked districts engaged in stock raising concerning the wool produced by the sheep, vicuña and the llama, and which latter Peru has the monopoly of the world and from which over 30,000 tons of wool are produced annually. According to statistics a moderate estimate of the annual export of wool is put at 6,916,313 kilos, valued at \$1,711,734 (approximately \$8,558,570). A good proportion of this wool is used for manufacturing purposes in the republic.

The industry of the preparation of dried and salted hides of goat and sheep developed considerably. Particularly when Peru exports is highly appreciated by the trade on account of its fine texture, softness and suitability for

handling and glove making. These skins are eminently adapted for the manufacture of high grade articles.

**Commerce Steadily Increases.**  
Well abreast of the natural resources is the development of the commerce and means of transportation by land, river and ocean routes, to such a degree that the tonnage of Peru is beginning to occupy an important place in the world trade.

Imports to Peru.....\$1,500,000 2 17  
Exports from Peru.....\$1,500,000 2 17  
Total.....\$1,500,000 2 17

Compared with the previous year these figures show an increase of \$1,672,552—8.50. This continued and steady progress, with few exceptions, has been maintained throughout this year of the war.

It is interesting to note that up to 1917 the foreign commerce of Peru with the United States was 65 per cent, while Great Britain and her colonies absorbed 22.13 per cent, the United States having proved to be a very good market for Peruvian products. The value of last year's exports from Peru to the United States has been the highest in the records of commercial transactions between the two countries, having reached the sum of \$51,725,092, an increase of \$5,650,455. In 1915 exports to the United States were \$46,069,636. Imports from Peru from the United States are no less important especially as regards machinery for cotton mills, for the extracting of cotton seed oil and the elaboration of glycerine, mechanical appliances for sugar cane plantations, tractors, as well as agricultural and mining machinery. It should be borne in mind that the demand for these articles will not be lessened by the war, as can be seen from the latest reports, is one of the countries in South America least affected by the armistice. This favorable condition is apparent from the importance of the shipments, which far from being reduced in value, have increased progressively.

**Financial Situation Good.**

The public and private wealth has increased. Unemployed labor is being urbanized daily. In only three months 250,000 square meters were sold along the recently constructed Magdalena Boulevard, between Lima and Callao. Besides this many other buildings and building sites are under construction.

The fiscal situation is all that may be desired. The republic has liquidated almost the whole of its debt and the recent budgets have left a surplus. The deficit occasioned during the first two years of the war (1914-1915) was cancelled by a moderate duty levied on the export.

The legal tender in form of bank bills is fully secured by a gold deposit in the banks by which the bills are issued, covering 60 per cent of the issue, the remainder being secured by mortgages and notes, which, far from depreciating in value, are quoted at a premium of 20 to 30 per cent on the American dollar. Sight drafts have sold in Peru at \$5.50 and \$5.85 per \$1. (Peruvian).

Peru has been enabled to stabilize its exchange by virtue of an agreement with the United States by means of which a portion of the amount resulting from the commercial balance may be deposited in the Federal reserve bank and an equivalent amount of paper may be put in circulation in Peru. This circumstance and the enormous commercial development with the United States, which has increased from 23 per cent to 65 per cent, during the war, especially in exports, have procured for Peru the honor of figuring among the nations of the great republic, which in turn, the creditor of the great world Powers.

As a significant fact we indicate that the first consignment of gold that was sent to any foreign country, in virtue of the recent suspension of the embargo on gold, was sent to Peru through the Mercantile Bank of the Americas and amounted to \$1,000,000.

All this is but the sign of the era of national agrandizement which has already been started in Peru, a country intended by its wealth, history and traditions to fulfill the highest demand of destiny.

**GERMANS RECAPTURE  
TRADE IN ARGENTINA****Low Price of Mark Gives Them Advantage.**

By the Associated Press.

Buenos Aires, Nov. 9.—The high value of the American dollar as a medium of exchange and the low value of the German mark is enabling German houses to sell goods here cheaper than they did before the war. Their prices are so far below those of American and other allied countries that for the moment there is no possibility of competition.

The Germans are experiencing a little difficulty in getting their goods to South America. German machines of a certain class are selling at 100 per cent above what they did before the war, yet they are 200 pesos cheaper to the Argentine buyer because the mark is cheap.

To guard themselves against possible shipping delays when buying German goods Argentine importers are buying marks to-day and keeping them to pay their bills when the goods arrive, so that an increase in the value of the mark will not affect their purchasing price.

It has been reported here that German exporters cannot ship marks, yet their salesmen are offering copper tubes in competition with United States salesmen and are getting orders because they promise shipment "when possible," and in the meantime the Argentine purchaser has only to go to his bank and buy marks to cover the price of his order and he then gets his goods at to-day's price, regardless of the value of the mark when the goods are received.

Several American representatives here have written to their principals that it is impossible to take orders for American goods as long as the dollar is valuable and the mark is not.

PESSOA INSPECTS SHIP.

**Drinks to Success of American Vessel Named for Him.**

Rio Janeiro, Nov. 9.—President Epitacio Pessoa of Brazil recently paid a visit of inspection to the new United States Shipping Board steamship named in his honor—Epitacio Pessoa. President Pessoa was received aboard the ship by Edwin V. Morgan, United States Ambassador, and military and naval attaches of the United States Embassy.

After proposing the health of President Pessoa at a luncheon given aboard ship, Ambassador Morgan said that of 100 vessels of the same type as the Epitacio Pessoa belonging to the United States Shipping Board this was the only one bearing the name of an individual.

President Pessoa thanked Mr. Morgan for the honor paid him and drank to the success of the vessel and greater glory for the United States.

German-Argentine Society Formed.

Berlin, Nov. 6.—The German-Argentine Economic Society has been organized here, it is announced, with the object of developing the industrial activity of Argentina.

**BAR TO UNDESIRABLES.****Argentine Using Strict Measures at Port of Entry.**

Buenos Aires, Nov. 9.—Strict regulations have been issued by the Federal Director of Immigration governing the entry of foreigners into the republic, in an effort to prevent the "indiscriminate admittance of undesirable."

Not only will a passport and consular visa at the port of embarkation be required, but "every foreigner, without exception whatever and regardless of whatever class they travel, must hold a certificate from the judicial or police authorities from where the traveler proceeds stating he has not suffered any legal penalty for offenses against the social order during the five years previous to his arrival in Argentina or for offenses which have involved degrading punishment."

The regulations are effective for travelers coming from Europe and the United States.

**BRITISH HOSPITABLE TO CHILEAN MISSION**

**Commercial Interests Particularly Cordial.**

LONDON, Nov. 9.—The Chilean mission which arrived in London last week is now on a round of British hospitality which promises to keep it unusually busy. Elaborate receptions have been arranged in its honor. The members were received by King George and had luncheon in Buckingham Palace.

Juan Enrique Tocornal, former Chilean Minister of Finance and a member of the mission, expressed to the King the gratitude for the visit of the Chilean mission to Chile last year.

Britishers, particularly those interested in trade, attach considerable importance to the visit of the Chileans at a time when the British are endeavoring to rehabilitate trade, especially with South America. Fear of the efforts of the United States to capture a large portion of South American business is undeniably expressed in commercial circles, so it is believed no stone will be left unturned to favorably impress the members of the mission.

GERMANY SENDING

**CARGO TO ARGENTINA****Swedish Steamship Sails From Hamburg.**

By the Associated Press.

Buenos Aires, Nov. 9.—The first vessel to leave a German port for Argentina since the beginning of the war is now on its way to Buenos Aires, according to shipping advice.

It is the Swedish steamship Kronprinz, carrying 2,000 tons of general cargo, made up of German products. The Kronprinz Gustaf Adolf is due here the end of this month.

**Plan Shipyards for Peru.**

WASHINGTON, Nov. 9.—American, British and Italian interests plan construction of large shipyards in Peru, according to information received by the State Department. Three separate yards are planned.

The financing of the road is to be carried out by means of bonds, which shall be issued by the central Government, the interest service on which is to be met by appropriating 50 per cent of the revenue from the Pacific coast custom houses, 45 per cent of the funds thus raised are to go to the construction of the Callao-Popayan section and the remainder to the work on the Callao-Tacuz and Paitan-Santander divisions.

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